

CASE: 1274

SOURCE ALSO FAILED TO PROVIDE INFORMATION RELATING TO THE CASE. DURING THE COURSE OF THIS INVESTIGATION, THE PCIT WAS UNABLE TO LOCATE DOCUMENTS OR ARCHIVAL MATERIAL RELATING TO THIS CASE. (REF 11)

JOINT TASK FORCE - FULL ACCOUNTING

BIOGRAPHIC/SITE REPORT AS OF 2 NOVEMBER 1993

===== BIOGRAPHIC INFORMATION =====

REFNO: 1275-1-01 (ACCNO 1164) Status: (K) REMAINS RECOVERED  
Name: VAN DYKE, RICHARD HAVEN Date Status assigned: 20 Jul 1981

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	DATA
Service	AIR FORCE	Sex	MALE	Blood type	O +
Grade	O2	Hair	BLOND	Complexion	FAIR
SSAN		Eyes	BROWN	Weapon	.38 CAL PISTOL
Serial No	DATA	Height	74 in / 1.88 mtrs	Weapon No	K575672
Birth date		Weight	210 lb / 95.1 kg	Duty pos	PILOT
Home State	UTAH	Religion	OTHER	PW Camp	HANOI PW DETE

===== SITE INFORMATION =====

	INCIDENT LOCATION (0)	LAST KNOWN LOCATION (1)
Site Type:	CRASH SITE	RESOLVED SITE
UTM:	48QXE750650	48QXE730320
Lat/Long:	174601N / 1063903E	172808N / 1063746E
Country:	NORTH VIETNAM	
Military Region:	4	
Mission Province:	QUANG BINH	
(formerly):		
Mission District:	BO TRACH	
Mission Date:	11 Sep 1968	
Mission Category:	2	\$
Local Analysis:	None.	Populated area.

===== JTF-FA ACTIVITY SUMMARY =====

Remains Repatriated: YES  
Vessey Case: NO  
Case type: DISCREPANCY  
Survivability: (1) Out of the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type:	F4D	Serial:	8752
Crash Type:	Enemy action	Engine Type:	J7915
Call Sign:	STORMY 01	1 Serial:	439204
Year:	66	2 Serial:	420673

===== SPECIAL CHARACTER KEY =====

# = Item has been researched but data cannot be obtained.  
\$ = Item is not applicable to this case.  
@ or Blank = Data for item is unknown or not available.

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=== CIRCUMSTANCES OF LOSS ===

28 January 1976

ON 11 SEPTEMBER 1968 MAJ LAWRENCE E. BUSTLE, JR., AIRCRAFT COMMANDER AND LT RICHARD H. VAN DYKE, PILOT, WERE FLYING AN F4D AIRCRAFT, (#66-8752, CALL SIGN STORMY 01), ON A FORWARD AIR CONTROLLER MISSION OVER NORTH VIETNAM. AS THEY WERE MARKING A TRUCK PARK FOR FIGHTER BOMBERS, THEY WERE HIT BY ANTI-AIRCRAFT (AAA) FIRE. ONE OF THE CREWMEN EJECTED IMMEDIATELY, AND UNDER A FULLY DEPLOYED PARACHUTE LANDED IN THE VICINITY OF GRID COORDINATES (GC) XE 542 491. THE FIGHTER BOMBERS THAT HAD BEEN DIRECTED BY STORMY 01 OVERFLEW THAT AREA, AND ON THEIR FIRST PASS OBSERVED THE DOWNED CREWMAN'S PARACHUTE.

ON THEIR NEXT PASS THE PARACHUTE HAD DISAPPEARED AND NO CONTACT COULD BE MADE WITH THE MAN. THE CRIPPLED AIRCRAFT CONTINUED TO FLY TOWARD THE COAST AND EVENTUALLY MADE IT OUT TO SEA IN THE VICINITY OF GRID COORDINATES (GC) XE 750 650. MAJ BUSTLE WAS RESCUED AND STATED THAT ONCE THE AIRCRAFT HAD BEEN HIT HE TOLD LT VAN DYKE THAT HE SHOULD STAY WITH THE PLANE AND THEY WOULD TRY TO MAKE IT OUT. HE DID NOT RECEIVE A REPLY. DUE TO THE CONFUSION WHILE TRYING TO FLY THE PLANE, THE AIRCRAFT COMMANDER WAS NOT AWARE THAT LT VAN DYKE HAD EJECTED. (REF 1 & 2)

UPON THE RELEASE OF AMERICAN POWS IN 1973, A RELEASEE STATED THAT IN SEPT 1968, AT A DETENTION FACILITY LOCATED AT XA HOAN VILLAGE, BO TRACH DISTRICT THAT LT VAN DYKE HAD A BROKEN LEG WHICH WAS PROBABLY A COMPOUND FRACTURE. AS THE INJURY KEPT DRAINING AND HAD A BAD SMELL. NO MEDICAL AID WAS GIVEN TO LT VAN DYKE UNTIL ABOUT 22 SEPT 1968, WHEN SOME NORTH VIETNAMESE GUARDS CAME WITH A STRETCHER AND CARRIED HIM AWAY. (REF 3)

LATER A VILLAGER THAT WORKED AT THE CAMP INDICATED THAT LT VAN DYKE HAD BEEN TAKEN TO DONG HOI, IN THE VICINITY OF GRID COORDINATES (GC) XE 730 320. TO A HOSPITAL WHERE THE STAFF HAD AMPUTATED HIS LEG. HE ALSO INDICATED THAT LT VAN DYKE DIED AFTER THE OPERATION FROM LACK OF BLOOD. ANOTHER SOURCE, A GUARD STATED BASICALLY THE SAME THING. THE NORTH VIETNAMESE NEVER ACKNOWLEDGED THE DEATH OR CAPTURE OF LT VAN DYKE. (REF 3)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. THIS INDIVIDUAL'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. MAJ BUSTLE WAS RESCUED OFF THE COAST OF NORTH VIETNAM AT THE TIME OF THE INCIDENT. ON 7 JUL 81 THE REMAINS OF LT VAN DYKE WERE RETURNED TO MILITARY CONTROL BY THE SRV IN HANOI. STATUS CHANGE WAS APPROVED BY THE ASGRO BOARD ON 20 JUL 81.

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=== REFERENCES ===

28 January 1976

REFERENCES: <1> RPT, 366TH TFW, AF FORM 484, W/STATMENETS, 29 SEP 68. <2> MSG, 6100 SPTWG, STMT OF MAJ L. BUSTLE, 180240Z SEP 68. <3> MSG, 13AF CLARK AB, PI/JHPC-HOMECOMING 150502Z MAR 73. <4> CDR JCRC, BARBERS PT. HI, 182202Z SEP 91. <5> CDR, JTF-FA/J2 280702Z OCT 93.

=== ASSOCIATED INDIVIDUALS ===

28 January 1976

CHANGE INCIDENT LOCATION FM XE 538 482 TO XE 750 650 BASED ON CTU 77.0.1 MSG 110620Z SEP 68 AND CHANGE LAST KNOWN LOCATION FROM XE 735 336 TO XE 730 320 BASED ON MSG 13TH AF CLARK AB, 150502Z MAR 73.

=== ARCHIVAL RESEARCH INFORMATION ===

26 October 1991

THE FOLLOWING INFORMATION WAS TAKEN FROM BO TRACH DIST. DOCUMENTS DURING THE 14TH ITERATION. "20. 1100 HRS, 11 SEP 68; PEOPLE'S MILITIA OF SON (TRACH) AND HUNG (TRACH) WITH (URIT) 214 SHOT (IT) DOWN; 1 F4; CRASHED OUT IN THE OCEAN." THIS INFORMATION CORRELATES TO REFNO 1275, LIEUTENANT RICHARD H. VAN DYKE, A RESOLVED INCIDENT. THIS CORRELATION IS BASED ON LOCATION, DATE, TIME OF DAY AND AIRCRAFT TYPE. MOREOVER, THE INFORMATION RECORDED IN THE COMMENT SECTION OF THE ENTRY INDICATES THAT THE AIRCRAFT CRASHED AT SEA, WHICH IS CONSISTENT WITH THE CIRCUMSTANCES OF LOSS CONCERNING THIS INCIDENT. (REF 4)

THE FOLLOWING INFORMATION WAS TAKEN FROM BO TRACH DIST. DOCUMENTS DURING THE 14TH ITERATION. "21. 11 SEP 68; VAN TRACH; VANDYKE RICHARD H; 1ST LT." THIS INFORMATION CORRELATES TO REFNO 1275, FIRST LIEUTENANT RICHARD H. VAN DYKE, A RESOLVED INCIDENT. AN ENTRY FROM PAGE THREE OF THIS DOCUMENT (PARA 4S) ALSO PROVIDES INFORMATION CONCERNING LIEUTENANT VAN DYKE. (REF 4)

1 November 1993

ON 17 DEC 92, THE SRV PROVIDED A DOCUMENT TITLED, "REGISTER OF U.S. GRAVES IN QUANG BINH PROVINCE". LINE ENTRY #01 CORRELATES TO REFNO 1275-1-01 BASED ON PILOT'S NAME, DATE OF BIRTH, PAY GRADE, SERIAL NUMBER, AND INCIDENT DATE. (REF 5)